This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (previously presented): In a suspension comprising a pair of trailing arm assemblies adapted to mount on a vehicle frame having a pair of spaced frame rails, each trailing arm assembly including:

a frame bracket adapted to be mounted to one of the frame rails;

a spring beam defining an elongated central portion and pivotally mounted at a first end of the frame bracket for pivotal movement about a pivot axis;

a spring mounted to the spring beam a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the spring beam toward the frame; wherein:

the spring beam includes a looped portion at a second end configured to wrap around an axle and form an axle seat, the looped portion being flexible and defining a tip that is movable relative to the central portion of the spring beam.

Claim 2 (previously presented): The suspension according to claim 1 wherein the spring beam has a cylindrical-shaped portion that forms the axle seat.

Claim 3 (previously presented): The suspension according to claim 2 wherein the cylindrical-shaped portion defines an axle opening that is adapted to slidably receive the axle.

Claim 4 (previously presented): In a suspension comprising a pair of trailing arm assemblies adapted to mount on a vehicle frame having a pair of spaced frame rails, each trailing arm assembly including:

a frame bracket adapted to be mounted to one of the frame rails;

a spring beam pivotally mounted at one end to the frame bracket for pivotal movement about a pivot axis and adapted to carry an axle at another end;

a spring mounted to the spring beam a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the spring beam toward the frame;

the improvement comprising:

an axle seat integrally formed in the spring beam for mounting an axle thereto;

the spring beam has a cylindrical-shaped portion that forms the axle seat;

the cylindrical-shaped portion defines an axle opening that is adapted to slidably receive the axle; and:

the spring beam has a flange that extends longitudinally from the cylindrical-shaped portion along a central portion of the spring beam for clamping the cylindrical-shaped portion around the axle.

Claim 5 (previously presented): The suspension according to claim 4 wherein the central portion of the spring beam and the flange have openings in registry with each other, and further comprising a bolt extending through the openings in the spring beam and the flange for clamping the cylindrical-shaped portion around the axle.

Claim 6 (previously presented): The suspension according to claim 4 and further comprising a fastener that overlies a portion of the spring beam and is fixedly secured to the flange to fix the position of the flange relative to the spring beam.

Claim 7 (previously presented): The suspension according to claim 6 wherein the flange is a separate block that is fixed to an end portion of the cylindrical-shaped portion.

Claim 8 (previously presented): The suspension according to claim 7 wherein the fastener is a U-bolt, and the block has openings that receive portions of the U-bolt.

Claim 9 (previously presented): The suspension according to claim 7 wherein the fastener is a strap having a bight portion overlying the portion of the spring beam and hook portions partially encircling the axle.

Claim 10 (previously presented): The suspension according to claim 6 and further comprising a mounting bracket that is compressively retained to the spring beam by the fastener.

Claim 11 (previously presented): The suspension according to claim 10 wherein the fastener is fixedly secured to the mounting bracket.

Claim 12 (previously presented): The suspension according to claim 1 and further comprising an axle mounted in the axle seats in each of the trailing arm assemblies and an adhesive layer between the axle and the axle seats bonding the axle to the axle seats.

Claim 13 (currently amended): In a suspension comprising a pair of trailing arm assemblies adapted to mount on a vehicle frame having a pair of spaced frame rails, each trailing arm assembly including:

a frame bracket adapted to be mounted to one of the frame rails;

a spring beam made of spring steel and pivotally mounted at one end to the frame bracket for pivotal movement about a pivot axis and adapted to carry an axle at another end, wherein the spring beam is significantly wider than it is thick;

a spring mounted to the spring beam a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the spring beam toward the frame;

the improvement comprising:

an axle seat integrally formed in the spring beam for mounting an axle thereto;

an axle mounted in the axle seats in each of the trailing arm assemblies and an adhesive layer between the axle and the axle seats bonding the axle to the axle seats, wherein:

the axle seats are sized to substantially encircle the axle and are in tension along an inner surface of the axle seat and compress the axle and evenly distribute a compressive load on the axle across at least two sets of diametrically opposed external surfaces of the axle.

Claim 14 (currently amended): The suspension according to claim 13 wherein each of the axle seats defines an axle opening that has a diameter less than a diameter of the axle when the ~~other portion of the spring beam is in an unsprung state so that the other portion of the spring beam is in tension about the axle when the axle is mounted in the axle seat to thereby apply a compressive force to the axle~~ axle is not mounted in the axle seat.

Claim 15 (previously presented): The suspension according to claim 14 wherein the spring beam forms a traverse bolt opening for mounting the one end of the spring beam to the frame bracket for pivotal movement about a pivot axis, the spring beam has a longitudinal center line perpendicular to the pivot axis and a longitudinal centerline transverse to the axle seat, and the axle seat longitudinal centerline is located outboard of the pivot axis longitudinal centerline.

Claim 16 (previously presented): The suspension according to claim 15 wherein the traverse bolt opening is cylindrically shaped.

Claim 17 (previously presented): The suspension according to claim 16 and further comprising a brake actuator rigidly mounted to the spring beam closely adjacent the axle seat.

Claim 18 (canceled)

Claim 19 (currently amended): ~~In a~~ A suspension comprising a pair of trailing arm assemblies adapted to mount on a pair of spaced vehicle frame rails, each trailing arm assembly including:

a frame bracket adapted to be mounted to one of the frame rails;

a spring beam pivotally mounted at one end to the frame bracket for pivotal movement about a pivot axis ~~and~~ the spring beam having an end portion forming an open loop defining an axle seat ~~spaced from the one end and~~ adapted to carry an axle, the spring beam having a longitudinal centerline transverse to the pivot axis and a longitudinal centerline transverse to the axle seat and wherein: the axle seat longitudinal centerline is located outboard of the pivot axis longitudinal centerline; [[and]]

a spring mounted to the spring beam a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the spring beam toward the frame~~;~~

~~the improvement comprising:~~

~~the axle seat longitudinal centerline is located outboard of the pivot axis longitudinal centerline~~.

Claim 20 (previously presented): The suspension according to claim 19 wherein the spring beam has a cylindrical-shaped portion that integrally forms the axle seat.

Claim 21 (previously presented): In a suspension comprising a pair of trailing arm assemblies adapted to mount on a pair of spaced vehicle frame rails, each trailing arm assembly including:

a frame bracket adapted to be mounted to one of the frame rails;

a spring beam pivotally mounted at one end to the frame bracket for pivotal movement about a pivot axis and having an axle seat spaced from the one end and adapted to carry an axle, the spring beam having a longitudinal centerline transverse to the pivot axis and a longitudinal centerline transverse to the axle seat;

a spring mounted to the spring beam a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the spring beam toward the frame;

the improvement comprising:

the axle seat longitudinal centerline is located outboard of the pivot axis longitudinal centerline;

the spring beam has a cylindrical-shaped portion that integrally forms the axle seat, and wherein:

the cylindrical-shaped portion has a flange extending longitudinally therefrom along a central portion of the spring beam for clamping the cylindrical-shaped portion around the axle.

Claim 22 (currently amended): The suspension according to claim 21 wherein the central portion of the spring beam and the flange have openings in registry with each other and further comprising a bolt extending through openings in the spring beam and the flange for clamping the cylindrical-shaped ~~end~~ portion around the axle.

Claim 23 (currently amended): The suspension according to claim 21 and further comprising a fastener that overlies a portion of the spring beam and is fixedly secured to the flange to fix the position of the flange relative to the spring beam.

Claim 24 (previously presented): The suspension according to claim 23 wherein the flange is a separate block that is fixed to an end portion of the cylindrical-shaped portion.

Claim 25 (previously presented): The suspension according to claim 21 and further comprising a mounting bracket that is compressively retained to the spring beam by the fastener.

Claim 26 (previously presented): The suspension according to claim 25 wherein the fastener is fixedly secured to the mounting bracket.

Claim 27 (previously presented): The suspension according to claim 19 and further comprising an axle mounted in the axle seat in each of the trailing arm assemblies and an adhesive layer between the axle and the axle seat bonding the axle to the axle seat.

Claim 28 (previously presented): The suspension according to claim 27 wherein the axle seat is sized to substantially encircle the axle and is in tension along an inner surface of the axle seat to compress the axle and evenly distribute a compressive load on the axle across at least two sets of diametrically opposed external surfaces of the axle.

Claim 29 (previously presented): The suspension according to claim 28 wherein the axle seat is formed by bending a portion of the spring beam to define an axle opening that has a diameter less than a diameter of the axle when the other portion of the spring beam is in an unsprung state so that the other portion of the spring beam is in tension about the axle when the axle is mounted in the axle seat to thereby apply a compressive force to the axle.

Claim 30 (previously presented): The suspension according to claim 29 and further comprising a brake actuator rigidly mounted to the spring beam closely adjacent the axle seat.

Claim 31 (canceled)

Claim 32 (previously presented): The suspension according to claim 30 wherein the spring beam forms a transverse bolt opening for pivotally mounting the spring beam to the frame bracket.

Claim 33 (previously presented): The suspension according to claim 32 wherein the traverse bolt opening is cylindrically shaped.